

THE WEEKLY LANCASTER GAZETTE.

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LANCASTER, OHIO, THURSDAY MORNING, APRIL 20, 1854

WHOLE NO 1490

The Weekly Gazette.

CITY OF LANCASTER:
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T. S. SLAUGHTER, EDITOR AND PROPRIETOR.
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Thursday Evening, April 13, 1854

C. W. & Z. RAILROAD.—The long looked for time when regular passenger and freight trains should commence running between this city and Cincinnati has at length arrived, and our business men for the first time in the history of Lancaster have an uninterrupted egress from our city. Since the road opened to Circleville, some four weeks since, it has been doing a flourishing business in the transportation of freight and passengers—far outstripping the most sanguine expectations of its best friends.

There is not a man engaged in any kind of business in this city nor a farmer along the entire line who will not feel the influence of this road at once, and feel it most sensibly at first. We believe that it will not be one stockholder in this road that will not have his stock returned to him by the increased prosperity of his business, to say nothing of the dividends that must be distributed. There is not a city nor section of country in the Union, with a properly constructed railway, that have not derived advantage from it, and more than repaid themselves for their expenditures in the great increase of business that has been the legitimate result of a superior means of transportation, to say nothing of the rise of all kinds of property resulting from improvements of this character.

Commerce, manufactures, and Agriculture, on which this country must base its prosperity, and in the extension of which she must find it, absolutely requires railways. The revolutions that this mode of transportation are making in the affairs of the world, both to the major and minor concerns of life, are too striking in their character not to be obvious to the most unthinking. The immense saving of time in traveling and in the transportation of freight, the accessibility of the means of transit at all seasons of the year, the governing power of these two advantages in making trade of every kind regular and uniform and in preventing a stagnation in the receipts of produce at one time and a perfect torrent of them at another, are the principal features on which are based the triumphs of the railroad system, and these eminent advantages our city and country can, must and do command.

But while we are rejoicing over the success and happy results of the road just completed to our city, let us not forget that there is another railroad enterprise of even greater importance to our prosperity than this, an enterprise, when completed, that will make our Valley a Depot of trade which will make us the most flourishing people in the world. An enterprise that will enable us to send forth manufactured wealth in all its various forms, and that cannot fail to attract the attention of the heaviest capitalists in the eastern cities to this inviting field of labor.

We allude to the Hocking Valley route, which would open up the finest mineral region in the country. We believe that our business has at last been made to feel the value of the railway, and that our citizens will now seek new quarters for new streams of prosperity, and at no distant day, there will be at least three railroads converging at this end of the valley. The landholder, the mechanic, the manufacturer, the merchant, the owner of houses, and every man of business, no matter what it is, are all equally interested in these great movements.

We have taken a very cursory view of the subject to-day, but hope that we have said enough to keep public attention awake to the importance of the question now before the citizens of the Hocking Valley.—We hope no friend to improvement will suffer himself to be idle on this subject.

CHANGES DURING THIRTY-FOUR YEARS.—The Hagerstown (Md.) Herald, in referring to the execution in that town, of the three Cotterills father and two sons—in 1820, just thirty-four years ago, for the murder of Adams, in Allegany county, mentions the remarkable fact that the chief judge, Buchanan, who sentenced them, as well as his two associates; all the lawyers engaged in the case; the clerk of the court who arranged the unfortunate criminals, and all his deputies; all the thirty-six jurymen, (except John Neff); the sheriff who inflicted the extreme penalty of the law upon them, (his two deputies, Messrs. Saml. Eichelberger and Wm. Hess are still living); the clergymen, (with one exception, the Rev. B. Kirtz), who administered the consolations of religion to them; the printer who transmitted to posterity an account of their sad doom; and no doubt, if it could be ascertained, at least three-fourths of the immense mass of twenty thousand spectators, who occupied the hills in the vicinity of execution, have all paid the debt of nature since this startling drama was enacted.—The Cotterills were arrested in Baltimore, just as they were embarking on board the ship Franklin, for England.

A JUST COMPLIMENT.—We take the following article, complimentary to Messrs. Woodward & Stoughton, from the Circleville Herald:

C. W. & Z. RAILROAD.—Its Engineers.—It is, we believe, admitted on all hands that the work on this Road has been pushed with great energy, and as rapidly as possible—that generally it has been well done—that the Road has been located upon the best route, without reference to local interest.—The road has as good a grade as any in the State, and will, when finished, be in all respects a first class Road.

The public has awarded great credit to the Directors and contractors, all of which they well deserved; but for all the excellencies of our Road we are also under great obligations to our Chief Engineer, Mr. Woodward. The Board of Directors have from the beginning had great confidence in Mr. Woodward, and his judgment has been consulted in regard to every important question connected with the Road.

Mr. Woodward is one of the most active and industrious men we ever knew; he has worked night and day, and exposed himself to all inclemencies of weather. He has had no pets or favorites on the Road, but, we believe, when left to his own judgment, always acted with sole reference to the interests of the Road. He is energetic, sober, moral, and a man of courteous and polite address. We were much pleased on first learning of his appointment as Superintendent of the Road.

Mr. Stoughton, the Second Engineer, is also a young gentleman of excellent character and high standing in his profession, and enjoys the full confidence of the Board and of the public. Indeed the entire corps of Assistants under Mr. Woodward are young men of excellent reputation and promise in their profession.

Through to Lancaster.—The continuous iron extension was made eastward by as far as Lancaster, on Thursday last, by the Cincinnati, Wilmington and Zanesville Railroad Company; and the iron horse for the first time passed over that portion of the course east of Circleville. On Tuesday, (April 11), trains will commence their regular trips between Cincinnati and Lancaster. "Our cousins of Lancaster" allow themselves to be very considerably elevated in spirit, in view of this event—and we don't wonder. It is a line of intercommunal connection opens up to the people of Cincinnati the most beautiful, productive, varied and picturesque regions of Ohio—regions of the most interesting classic annals of all this great Northwest. The people of the City will find among the magnificent hills and glens of the Hocking, the most inviting summer retreats from the dust and heat and din of their pent up precincts; retreats, where plenty ministers to hospitality, and health and pleasure a napire to impart content. It is El Dorado of central Ohio.—O. S. Jour.

THE NEW HAMPSHIRE ELECTION.—To break the effect produced by the result of the New Hampshire election, the "Locofoco Patriot" at Concord has "trumped up" a table of the politics of the members of the Legislature elected, by which a majority of some sixteen is secured for Pierce and the Nebraska bill. It can very well be understood why the figures, contrary to their usual assumed attributes, have thus been made to lie. The pointed and prominent rebuke which was administered to the President by the verdict against the Nebraska Bill, found by the people of New Hampshire, could not but have had a controlling influence in defeating that bill in the House—not to speak of the awkward predicament in which it placed the President himself. To have his own State thus arrayed against him—setting an example of insubordination to other democratic States, and stimulating any opposition to the bill which might be felt among the party at the North, was a condition of things hardly to be endured. And hence the attempt to break so bad a fall as was produced by the ballots of the people of the "Granite State."

But the trick will not serve its purpose. It does not "win." The people see through it—and the Locofoco Nebraska papers, after making a feeble attempt to crowd it upon the party as a fair representation of the real condition of things in New Hampshire, give it up in despair.

The Concord Independent Democrat, after sitting the returns of the Patriot, and showing their fallacy, thus concludes its article:

"What, then, becomes of the boasted majority which that paper claims? It is all gone; and he balance is all on the other side. But this calculation does not begin to show the utter discomfiture which has overtaken the Patriot and the Administration. Not only is the party of the Administration beaten in the Legislature, but the Administration itself is beaten in its own party, a majority of whose representatives have only secured their election upon pledges and instructions to oppose the repeal of the Missouri Compromise, and to vote for no man for U. S. Senator not like-wisely opposed to that scheme of infamy."

The Washington Star denies that FORNEY is about to resign the clerkship of the House. Washington letter writers intimate that he will be driven to resign by his extreme unpopularity with many of the members. Aside from the consideration of his personal popularity, his pecuniary connection with the official paper—the adjustment of whose accounts for very large sums is devolved upon the Clerk, as the Auditor of the House—should of itself work a disqualification for office. The most serious peril of duty might not protect him from unworthy imputation; and a right minded man would hardly consent to occupy a position wherein he would be called upon officially upon his own accounts.—O. S. Jour.

DESPERATE RESCUE.—We have often heard of a murderer on the High Sea, but seldom have to record such scenes of violence as occurred on the steamer S. F. J. Traher, on a Mississippi river. As is usual at this season of the year, the boat was crowded with deck passengers, chiefly flat-boaters from Pittsburgh. Among the latter was a set of turbulent quarrelsome men who were about half drunk when they got on the boat at New Orleans, and had a fight or two among themselves, before the boat left port. Capt. Tucker was notified by a friend, who recognized one or two of the men, that they would have trouble with them, and they would try to take the boat.

Soon after the boat was under way, and before she had proceeded many miles up the river, one of the flat-boaters, who had attacked a Wahash man, who was quiet and peaceable and had said nothing to him, and knocked him down and cast him dreadfully. Two of his friends interfered to save him from ill usage, when they were beaten and beaten nearly to death, and one of them had his arm broken by a blow of an axe in the hands of one of the rioters. The deck was open and another passenger, a small man, stepped up after the first fray and called for a drink. While he was in the act of drinking, a burly fellow, among the coal-boaters, stepped up and seized him by the neck, choked him, and threw him to the deck as if he were a chicken, and then stamped him. He was suffered to get up and as soon as he regained his feet he drew a knife and inflicted a terrible wound in the big man's right breast, which placed him on his back during the rest of the trip, and on the arrival of the boat here he was sent to the hospital.

Not long after the occurrence the coal-boaters became perfectly wild with liquor, or their anxiety for a fight, and were heard to swear that they would take three or four of the passengers, and do as they pleased. The deck was crowded with passengers, and the quiet and orderly had no peace or rest, and were heart every moment. Captain Tucker then determined to quell the riot, and in a moment his crew, among whom were twenty-one Spaniards, and among them with short clubs, hatchets, and whatever weapons he could, he marched to the lower deck, and endeavored to restore order and put the rioters on shore. The rioters laughed at him, and one big fellow shook his fist under his nose and defied the whole crew. The Spaniards, in solid phalanx armed with a club and a long knife, were ordered to advance and seize the ringleader. Then ensued a scene of strife and confusion seldom seen on the deck of a boat. The Spaniards, however, were victorious, and managed to secure four of the ringleaders who were tied neck and heels and peace was at once restored. The chief of the mob was not caught, and for several days could not be found, and it was thought that he, together with four or five others, had jumped overboard on either a scum or swim ashore. Several of the cabin passengers, after they distinctly saw three or four men in the river, and as the affair occurred soon after the boat left New Orleans it was impossible to tell who was lost.

During the melee, a coal-boater of the name of Blakely was much hurt, and dangerously lacerated in the rear. He was taken care of by the officers of the boat, and sent to the hospital. A mate of the Tribune, received a cut in the head from a knife which he caught just as one of the mutineers made a lunge at him. The four that were arrested were put off the boat soon after the affray was quelled, and when the boat was in the neighborhood of Milikins Bend, the big fellow that had been missing, was found and was forthwith taken aboard the boat. He had been secreted under the cylinder timbers. No further outbreak occurred during the trip, though many threats were made just before the boat reached port. The discipline of the Spaniards, and the determination of the officers of the boat, put an effectual stop to the lawlessness of the coal-boaters.—Louisville Jour.

THE LARGEST FLOWER.—It is said that the largest, and perhaps the most remarkable production of the floral kingdom, is the flower called Rafflesia, a nodi—discovered in Sumatra by Sir Stamford Raffles and his friend Dr. Arnold. This plant possesses neither stem nor leaves, but is a mere flower, which grows parasitically on the roots of a species of tree. Its roots, which penetrate the vine, are very minute. The first appearance of this flower is that of a small knob, or tubercle, on the bark of the tree. This knob, gradually increases until it attains the size of a large cabbage, and at length bursts forth into a gigantic flower. It is said the diameter of the flower, is three feet, and its weight is 15 pounds, and the hollow in the centre of the capacity of 15 pints. The petals are an inch and a half thick, and the color is a brick red, inclining to orange, marked occasionally with blotches of white and deeper red.

The plant is diocious—the stamens forming a broad circle around a large fleshy ovary, and the calyx is a light blue, with thorny projections, shaped like cow horns. The flower is endowed with a powerful, although disagreeable odor. Its period of existence is brief.

From the Philadelphia Gaz., Feb. 22, 1738-9. S. J. Franklin's New Social Brochure.—Sold on the 15th inst. by Wm. Lloyd, out of the house of Benjamin Franklin, an half-worn Sogothie Coat, lined with silk, four fine homespun Shirts, a fine Hosiery Shirt, ruffled at the hands and bosom, a pair of black broad-tail breeches, new sewed and lined with leather, two pairs of good worsted Stockings, one dark color, and the other a light blue, a coarse cambric Handkerchief, marked with an F, in red silk, a new pair of calf-skin Shoes, a boy's new castor hat, and sundry other things.

N. B. The said Lloyd pretends to understand Latin and Greek, and has been a Schoolmaster. He is an Irishman about 30 years of age, tall and slender, had on a light-colored grey coat, red jacket, a pair of black breeches, and old felt hat too little for him, and sewed on the side of the crown with white thread, and an old dark colored wig; but may wear some of the stolen clothes above mentioned.

Whoever accuses the said Thief, so that he may be brought to justice, shall have thirty shillings reward and reasonable charges, paid by

BENJ. FRANKLIN.

Philadelphia, Feb. 22, 1738-9.

Rhode Island Traveller.—In 1851, the Locofoco of Rhode Island had a majority over all of 643; in April, 1852, 493; in November, 1853, 465; in 1853, 3,143; and in 1854, the Whig Governor is elected by 2,628 majority over the Locofoco candidate. It will strike one very forcibly that is a free Nebraska settler.—Zanes. Cour.

Friday Evening, April 14, 1854.

AN ELEGANT EXTRACT.—The sea is the largest of cemeteries, and its slumberers sleep without a monument. All graves yawn in all other lands, show some symbol of distinction between the great and the small, the rich and the poor; but in that ocean cemetery the king and the clown, the prince and the peasant, all alike lie indistinguishable. The same waves roll over all—the same regiments are sung by the same minstrelsy of the ocean to their bones. Over the remains of the same storm-borne and the same sun-shine; and there, unmarked, the weak and the powerful, the plumed and the unhonored, will sleep on until awakened by the same trumpet, when the sea will give up its dead. I thought of sailing over the slumbering but deserted Gullin, who, after a brief but brilliant career, perished in the President's—over the laughter-loving Power who went down on the same ill-fated vessel, we may have passed. In that cemetery sleeps the accomplished and pious Fisher, but where he and thousands of the noble spirits of earth lie none but God knoweth. No marble raises to point out where lie the remains of thousands of Africa's sons, who perished in the "middle passage." Yet that cemetery hath ornaments of Jehovah. Never can I forget my days and nights, as I passed over the nobles of cemeteries without a single monument.—Giles.

THE NEWS.—The steamer George Law, from Aspinwall, and the Star in the West, from San Juan, arrived at New York on Saturday last, with important intelligence from Panama, Upper and Lower California, Mexico and Oregon. Owing to the Eastern telegraph wires being out of order, we have not even had an abstract of this news. From Oregon, we learn of a volcanic eruption, a shipwreck and a discovery of gold fields. From Panama, we have the details of the sufferings and escape of Lieutenant Straits, and cheering accounts of the progress making in the construction of the Isthmian railroad. From Mexico, we have important intelligence respecting the Alvarado rebellion. Walker, the filibuster, has been shooting and scourging men in Lower California, and forcing some of the inhabitants to take the oath of allegiance to his government. From Upper California, we learn that the rainy season was about over, and that the mines were yielding richly. Several large lumps of pure gold had recently been found. We have accounts of a fatal duel fought at Sacramento on the 9th of March. The sufferings of Col. Fremont's party in the desert have been in our pictorial galleries, and cheering accounts of the progress making in the construction of the Isthmian railroad. From Mexico, we have important intelligence respecting the Alvarado rebellion. Walker, the filibuster, has been shooting and scourging men in Lower California, and forcing some of the inhabitants to take the oath of allegiance to his government. From Upper California, we learn that the rainy season was about over, and that the mines were yielding richly. Several large lumps of pure gold had recently been found. We have accounts of a fatal duel fought at Sacramento on the 9th of March. The sufferings of Col. Fremont's party in the desert have been in our pictorial galleries, and cheering accounts of the progress making in the construction of the Isthmian railroad. 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